

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

1. (Currently Amended) A control ~~Control~~ system for a hydrostatic transmission in an open circuit comprising a hydraulic pump (2), provided for delivery to a first pump-side main line (5a) or a second pump-side main line (6a), and a hydraulic motor (3), connected to a first motor-side main line (5b) and second motor-side main line (6b), and comprising a brake valve unit (19, 19', 60, 60', 80), via which the first pump-side main line (5a) is connectable to the first motor-side main line (5b) and the second pump-side main line (6a) is connectable to the second motor-side main line (6b),
~~characterized~~
~~in that wherein~~ the first motor-side main line (5b) or second motor-side main line (6b), situated downstream of the hydraulic motor (3), is connectable to a tank volume (12) in a throttled manner by means of the brake valve unit (19, 19', 60, 60', 80) in dependence on the pressure prevailing in said lines.
2. (Currently Amended) The control ~~Control~~ system according to Claim 1,
~~characterized~~
~~in that wherein~~ the brake valve unit (19, 19', 60, 60', 80) comprises a brake valve (29, 61, 61', 81) with a first measuring surface (35, 65, 90), and the brake valve (29, 61, 61', 81) is subjected to a brake pressure at the first measuring surface (35, 65, 90) counter to a spring force, which pressure is dependent on the pressure prevailing in the first motor-side main line (5b) or second motor-side main line (6b), situated downstream of the hydraulic motor (3).
3. (Currently Amended) The control ~~Control~~ system according to Claim 2,

characterized

~~in that~~ wherein a pilot control valve (45), connected on the outlet side to the first measuring surface (35) of the brake valve (29), is provided to produce the brake pressure.

4. (Currently Amended) The control ~~Control~~ system according to Claim 3,

characterized

~~in that~~ wherein the pilot control valve (45) is connected on the inlet side, via a shuttle valve (50), to the first motor-side main line (5b) or second motor-side main line (6b), respectively.

5. (Currently Amended) The control ~~Control~~ system according to Claim 3 ~~or~~ 4,

characterized

~~in that~~ wherein the pilot control valve (45) for controlling the brake pressure is subjected to the pressure prevailing in the first motor-side main line (5b) or second motor-side main line (6b), situated downstream of the hydraulic motor (3).

6. (Currently Amended) The control ~~Control~~ system according to Claim 2 ~~one of Claims 2 to 5~~,

characterized

~~in that~~ wherein the brake valve (29, 61, 61') has a second measuring surface (38, 66, 66'), which acts on the brake valve (29, 61, 61') in the same direction as the first measuring surface (35, 65, 65') and which is subjected to a hydrostatic force from the first pump-side main line (5a) or second pump-side main line (6a), situated upstream of the hydraulic motor (3).

7. (Currently Amended) The control ~~Control~~ system according to Claim 1 ~~one of Claims~~ 1 to 6,
characterized
in that wherein the hydraulic pump can be connected to the first pump-side main line (5a) or the second pump-side main line (6a) via a traveling direction valve (4).
8. (Currently Amended) The control ~~Control~~ system according to Claim 7,
characterised
in that wherein for operation of the hydrostatic transmission (1) with changing flow direction, the brake valve unit (19, 19', 60, 60', 80) is symmetrically constructed.
9. (Currently Amended) The control ~~Control~~ system according to Claim 1 ~~one of Claims~~ 1 to 8,
characterized
in that wherein the brake valve unit (60, 60') comprises a first brake valve (61) and a second brake valve (61'), the first pump-side main line (5a) being connectable in a throttled manner to the first motor-side main line (5b) by means of the first brake valve (61) and the second pump-side main line (6a) being connectable in a throttled manner to the second motor-side main line (6b) by means of the second brake valve (61'), in dependence on the pressure prevailing in the first motor-side main line (5b) and second motor-side main line (6b), situated downstream of the hydraulic motor (3), respectively.
10. (Currently Amended) The control ~~Control~~ system according to Claim 1 ~~one of Claims~~ 1 to 9,
characterized

~~in that wherein~~ the first pump-side main line (5a) and the first motor-side main line (5b) and/or the second pump-side main line (6a) and the second motor-side main line (6b) are connected to one another each by a check valve (27, 28) which opens towards the hydraulic motor (3).

11. (Currently Amended) The control ~~Control~~ system according to Claim 1,

~~characterized~~

~~in that wherein~~ the first pump-side main line (5a) and the first motor-side main line (5b), and the second pump-side main line (6a) and the second motor-side main line (6b), respectively, are connectable to one another in parallel via the brake valve (81).

12. (Currently Amended) The control ~~Control~~ system according to Claim 1 ~~one of Claims 1 to 11~~,

~~characterised~~

~~in that wherein~~ in a rest position of the brake valve unit (19, 19', 60, 60', 80), the flow path from the first motor-side main line (5b) towards the first pump-side main line (5a) and from the second motor-side main line (6b) towards the second pump-side main line (6a), respectively, is interrupted.

13. (Currently Amended) The control ~~Control~~ system according to Claim 1 ~~one of Claims 1 to 12~~,

~~characterized~~

~~in that wherein~~ in a rest position of the brake valve unit (19, 19', 80), the first motor-side main line (5b) is connected in a throttled manner to the second motor-side main line (6b).

14. (Currently Amended) The control ~~Control~~ system according to Claim 7,

~~characterized~~

~~in that~~ wherein the connection to the tank volume (12) takes place via the traveling direction valve (4).

15. (Currently Amended) The control ~~Control~~ system according to Claim 14,

~~characterized~~

~~in that~~ wherein the traveling direction valve (4) has a rest position in which the first pump-side main line (5a) and the second pump-side main line (6a) are connected to the tank volume (12).

16. (Currently Amended) The control ~~Control~~ system according to Claim 3 ~~one of Claims 3 to 5~~,

~~characterized~~

~~in that~~ wherein the pressure present at the pilot control valve (45) on the inlet side is controllable via a brake pressure control valve (120).